

AN EXCELLENT
TABLE CLARET
ST. JULIEN
PER DOZ. QUARTS... \$8.00
PINTS... 4.50
H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

A FIRST-CLASS VINTAGE
WINE,
MOET AND CHANDON'S
DRY IMPERIAL
GOLD FOIL
VINTAGES 1893 & 1898
PER CASE QUARTS \$57.00
PINTS 60.00
SOLE AGENTS:
H. PRICE & CO.,
12, QUEEN'S ROAD.

No. 14,787 號七十八百七千四萬一第 日壹初月捌年壹十三緒光 HONGKONG, WEDNESDAY, AUGUST 30th, 1905. 三拜禮 號十叁月八年五零百九千一英港香 PRICE, \$3 PER MONTH.

**WATSON'S
HOUSEHOLD
AMMONIA**
FOR THE BATH, TOILET AND
HOUSEHOLD.

An Elegant Preparation. Delicately Perfumed.
Promotes a healthy action of the skin, counter-
acts all effects of perspiration, and is as
refreshing and invigorating to the system
as a Turkish Bath.

**A. S. WATSON & CO.
LIMITED.**
THE HONGKONG DISPENSARY.
[a1342]

**CUTLER, PALMER
& CO.'S**

"SPECIAL BLEND" WHISKY
A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

Apply to

SIEMSEN & CO., Hongkong. [a65]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a1412]

NOTICE.

GEO. FENWICK & CO., LD., Engineers
&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 35; approximate area 43,000
square feet.
For further particulars apply to the Company.
Hongkong, 12th July, 1905. [133]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 29th July, 1905. [61]

SIEMTUNG.
SURGEON DENTIST.
No. 10, DAGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1905.

**AUTOMATIC MAUSER
PISTOLS.**

CALIBRE 7.6 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905. [52]

DAVID GORSAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBBER & CO.
Sole Agents.

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.
QUAN TAI & CO. Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE AND MARBLE MONUMENTS.
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD CENTRAL.
Hongkong, 17th January, 1905. [1632]

RUINART PERE & FILS, REIMS.
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal).
LAUTE, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1905. [221]

LANE, CRAWFORD & CO.

**LAST WEEK OF
REMOVAL SALE.**

20 PER CENT REDUCTION

FOR CASH.

BARGAINS

IN
ALL DEPARTMENTS.

SALE CLOSES 31st INSTANT.

LANE, CRAWFORD & CO.

Hongkong, 24th August, 1905. [a36]

CHAMPAGNES.



POMMERY & GRENÔ, Sec. extra Sec and Mature, in Magnums,
bottles and 1/2 bottles.
BOLLINGER, Extra Quality, Extra Dry, vin. 1898, in Magnums,
bottles and 1/2 bottles.
GIESLER, Very Dry, in bottles and 1/2 bottles.
POL ROGER, vin. 1898, in bottles and 1/2 bottles.
LANSON PERE ET FILS, vin. 1900, in bottles, 1/2 bottles and 1/4 bottles.
IRROY CARTE D'OR, vin. 1898, in bottles and 1/2 bottles.
PAUL DOMMERIE & Co. GOLD MARQUE, in bottles and 1/2 bottles.

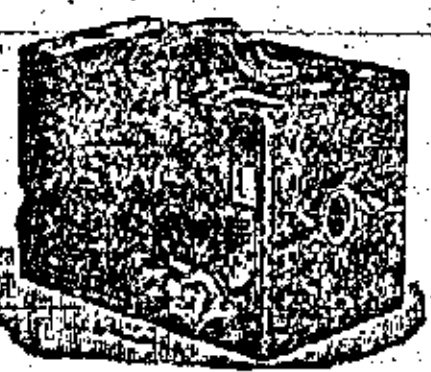
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CALDBECK, MACGREGOR & CO.,
SOLE AGENTS,
15, QUEEN'S ROAD CENTRAL. [a37]

Hongkong, 3rd August, 1905.

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AND PRINTING
UNDERTAKEN.



GOOD WORK,
PROMPT
RETURN

UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS.

LONG, HING & CO.,

PHOTO GOODS STORE,

17, QUEEN'S ROAD CENTRAL.

Premises formerly occupied by Mr. Pa. BURCK, Silk Lace Manufacturer,
NEXT DOOR to our FORMER ADDRESS.

Hongkong, 15th August, 1904. [a39]

**THE
LAHMEYER ELECTRICAL CO., LD.**
LONDON,
AND

**ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.**

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a44]

IMITATED BUT NOT EQUALLED!

CHAMPAGNE BITTERS.

NOT A STIMULANT, BUT A RESTORATIVE NERVE-TONIC FOR ALL

COMPLAINTS ARISING FROM DEPRESSED VITALITY.

FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.

ALL CLUB AND-HOTEL BARS KEEP IT.

WATKINS, LIMITED,

CHEMISTS AND DRUGGISTS,

AND

AERATED WATER MANUFACTURERS.

(Crown Brand.)

APOTHECARIES HALL, HONGKONG. [a35]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Times Atlas; Newest Edition... \$22.00
A Book on Bridge, by Pontifex Leather... 4.50
Castell's Sports and Pastimes... 2.70
Story of the Heavens, by Ball... 8.00
Leopold Edition of Shakespeare... 2.70
Brewer's Dictionary of Phrase and Table... 8.00
Casell's New French Dictionary... 5.00
Reed's Engineer's Hand-Book; 2 Vols... 9.50
Traveller's Engineer's Pocket-Book... 17.00
Beeton's Household Management... 5.90
Hidden Treasures, by Turner... 3.70
Whitaker's Magazine; New Volume... 4.60
Class Register of Instruction and
Individual Progress... 1.50
Useful Tables for Scholars and Elomen-
tary Schools, by W. H. Williams... 0.25

The Coming Conquest of England, by
Niemann; Cloth... \$1.75
How we Recovered the Ashes, by P. F.
Warner, Captain M. C. Team... 0.80
The Storm of London, by Dickbarry... 0.80
Russia from Within, by Ular... 6.50
The Empire of the East, by Bennett
Burleigh... 3.50
With the Russians in Manchuria, by
Baring... 3.50

JUST LANDED.
NEW STOCK SLAZENGER'S TENNIS RACKETS,
DOHERTY, E.G.M., SPECIAL DEMON.
DEMON.
BRITISH STANDARD, ETC., WRITING BLOCKS.
THE BLICKENSDERFER TYPEWRITER. [a35]

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FURNITURE, CROCKERY, GLASS & PLATED WARE.

JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS,
consisting of Eastman's Kodaks and Films, Ilford Plates and Paper, Johnson's Chemicals,
and cheap Magazine Cameras. Prices considerably reduced. [a45]

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WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	\$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS'	
OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL	
BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
" SHERRY, AMOROSO	20.00
" LA TORRE	16.00
" BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS. [a34]

CHUN SENG.

No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA.

DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.
Hongkong, 27th May, 1905. [a1299]

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Sir W. Laird Clowes, Corrected to
June 31st, 1905. Numerous Plans
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TELEGRAPH CIPHERS. 532
Two-Letter Combinations Con-
stituting 60 BILLIONS OF WORDS.
WITH DIRECTIONS FOR SEND-
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"A. I." "A. B. C." AND OTHER
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Giles... 6.00

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CONVERSATION IN FOUR LANGUAGES... 2.30

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IN INDIA, by Captain Hayes; 6th
Edition... 7.00

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SANDOW'S SYMMETRIUM (For Ladies).

ARDATH TOBACCO.

CRAVEN MIXTURE. [a34]

HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD., KOBE.

AGENTS: F. BLACKHEAD & CO. [1905]

Hongkong, 16th August, 1905.

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel
residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES,

Acting Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 24th July, 1905. [a1729]

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
throughout.

Special Rates for Tourists.

Laundry Service for Guests.

For Terms, apply to the

MANAGER.

Hongkong, 31st October, 1902. [a4]

**CARLTON HOUSE
HOTELS.**

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Hotel and the Waverley Hotel
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.

Apply to—

THE MANAGER.

Hongkong, 7th October, 1904. [a4]

VICTORIA HOTEL.

SHAM-KEEN-CANTON.

On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European
Management.

Every Comfort and Convenience for Residents
and Tourists.

W. L. FARMER.

Proprietor.

[a1347]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong

One steamer (s.s. *Hengshan*), daily to and

from Hongkong, and two steamers to and from

Canton, give easy communication with both

these centres.

Cable Address—"BOA VISTA."

For Terms, apply

THE MANAGER.

SUN FAT & CO.

MANUFACTURERS AND DEALERS IN

LADIES' AND CHILDREN'S

UNDERWEAR.

EMBROIDERIES, LACES, SILKS, FONGUES,

GRASS LINEN, SHAWLS, HANDKERCHIEFS,

BLANKETS, TRUNKS,

EBONY FURNITURE AND FANCY GOODS.

No. 82, QUEEN'S ROAD CENTRAL.

Any Order Promptly Attended To.

Hongkong, 12th January, 1905.

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS

THE WATER used is THE PUREST that can be obtained, and is SKILFULLY FILTERED ON THE MOST SCIENTIFIC PRINCIPLES.

THE MACHINERY employed is of latest design and most approved type.

THE BEST INGREDIENTS only are used.

GUARANTEEING ABSOLUTE PURITY.

ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enables us to produce waters of unrivalled excellence and purity.

A. S. WATSON & CO.,
LIMITED.

Chemists by Appointment to H. E. the Governor.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Posen, Order: A.B.C. 5th Ed. P.O. Box, 38. Telephone No. 12.

BIRTHS.
On 25th August, at 24, The Bund, Shanghai, the wife of H. W. BUCKLAND, of a daughter.
On 28th August, at 4, Fairview, Kowloon, the wife of F. C. BERTCHES, of a son.

HONGKONG OFFICE: 10A, DES VEXES ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 30TH, 1905.

YESTERDAY there was another meeting of the Chinese Commercial Union, at which Mr. FUNG WA-CHUN explained what had happened in connection with the application for permission to hold a boycott meeting. We publish elsewhere correspondence that was read. It will be noticed that the application gives the Government no hint as to the purpose of the meeting, beyond saying that it would consider what steps should be taken by the Chinese residents of this Colony. At the time we ventured the opinion that this was an application that the Governor might properly refuse to grant; and subsequent events strengthened that opinion. We have good reason to believe now, however, that the conveners of the meeting, supposing it had been permitted, intended to give the rank and file of the boycotters some very good advice. Having discovered the frame of mind of the mob, however, it is just as well that there is to be no meeting, as that advice, if given, would have been neither palatable or effectual. Mr. FUNG WA-CHUN informs us that, although he has been reviled and calumniated by the ignorant rabble who believed him a traitor because he insisted on constitutional action and bowed to the law of the Colony, he is still in sympathy with the boycott movement, and proud of the patriotic unity of which his countrymen have shown themselves capable. We suggested that the defamatory placards

and threats were evidence of disunion more than union; but "all that kind of thing," he said, "is confined to the ignorant, uneducated masses." "Precisely," we urged, "but it is not to the masses that this movement has addressed its propaganda? While so many of your countrymen are uneducated, is not a boycott a dangerous weapon to employ? Most of the propaganda has been of a nature that does not appeal to the reason of the reasonable and well informed, but was directed rather to inflaming the passions of the illiterate. A unity secured by such trickery, as insults to flags, threats to individuals, defamation of characters, pictures showing exaggerated instances of brutality to Chinese, and so on, is no real or abiding unity, like the unity based on conviction in the minds of your fellow members of the Chinese Commercial Union." Mr. FUNG WA-CHUN expressed his agreement, and admitted that those who had so misjudged his own attitude in the matter were incapable of realising the true position of affairs. But it was his hope that at such a meeting he would have been able to inculcate sane views. He would, he tells us, have advocated the boycott; but on more rational and conservative lines. He would have told them that many of the things they wished to boycott were really English, and in any case too unimportant to demand attention. He would have advised them to attack America's most important exports, such as flour and kerosene. "Yes, and even American ginseng, in which I have dealt," he added. "I would have said 'boycott that.' But he would have told them, moreover, after the promise of President Roosevelt, to wait awhile and give the American President a chance to implement his pledges. That, he now admits, would not have been palatable. They felt that if they did not prosecute the business to the bitter end they would never succeed in showing that they were in earnest. We regard this as almost an admission that the agitators realise how unstable are the foundations of their movement. Passion quickly aroused is succeeded soon by apathy. Mr. FUNG WA-CHUN sees now that if the meeting had been sanctioned and held, the reasonable members of his community would have been shouted down, and he is, therefore, not disappointed by His Excellency's decision that "other methods" of influencing American legislators must be sought for. He is, in fact, so disgusted by the whole business that he is inflexibly determined to resign his chairmanship of the Chinese Commercial Union; which, by the way, strikes us as being rather hard upon his colleagues in that body, who have supported him loyally, and have shown no sympathy with his transducers. It is to be hoped that he may reconsider his decision before the date of the meeting at which it is to be considered. Although the Union is not an association for the conservation of the interests of the labouring classes, Mr. FUNG WA-CHUN appears to occupy a very similar position in the premises to that enjoyed (save the mark) by the honestest sort of labour leaders in England, who have always found the loyalty and intelligence of their proletarian constituents negligible quantities as little to be trusted as the proverbial "favour of princes."

The English Mail of the 28th July was delivered in London on the 26th inst.

A writ claiming \$170,000 has been taken out by the Colonial Treasurer against the Opium Farmer for not paying the amount due on his opium monopoly for the month of August.

An American baby boy, born at Manila on the 23rd inst., had two distinct heads. It did not live; and is now retained, according to the *Cebuensis*, "in the interests of science" by Dr. Palmario.

The 119th Infantry take over the Kowloon City Range from the Royal Engineers to-day (Wednesday).

Torpedo boat No. 38 will be launched from the Hongkong Naval Yard on Thursday next about 7.30, according to tide. It has been reclassified under the supervision of Mr. Cotter, inspector of shipwrights.

A reward of \$500 is being offered for information which will lead to the apprehension of the person or persons who were concerned in the murder of one Lau Yan, a cook, at 21 Hillier Street, on 12th August, 1905.

At Yamat Bay at noon yesterday Mr. G. P. Lammert, auctioneer, put up for sale by public auction the steam launch *Yat Sun*, which is built of teak—Her length over all is 81 feet, breadth 13 feet and depth 7 feet, while her gross tonnage is 55 tons. She can travel at a speed of 10 miles an hour, and in 24 hours consumes two tons of coal. Mr. Chung Shun Koo was the purchaser, the price paid being \$4,700.

TELEGRAMS.

(REUTERS SERVICE.)

THE PEACE CONFERENCE.

London, 27th August.

There is no development of the situation in Portsmouth; the Russian attitude is unchanged, and the Japanese have made no fresh proposals; it is understood that President Roosevelt is continuing his efforts. The Conference adjourned after sitting on hour and a half on Saturday, till Monday. The American Ambassador in St. Petersburg had a conference with Count Tansdorff this afternoon.

Mr. Witte states that the last adjournment of the Conference was made at the request of Baron Komura; he presumes, therefore, that Japan intends to make fresh proposals on Monday.

The tone now prevailing in St. Petersburg is pessimistic, and the Russian Government still ostensibly affirms its refusal to concede an indemnity in any form.

THE ANTI-AMERICAN BOYCOTT.

London, 27th August.

It is stated in Seattle that the Chinese Boycott has paralysed the Pacific flour trade. All orders for September shipments have been cancelled.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The Governor's Cup competition for August was from the 500 yards range. Fourteen shots in two series of 7 rounds each, with a possible of 70. Mr. J. C. GOW is again the highest scorer, he having made the possible 14 bull-eyes—70. The principal scores were as follows:—

J. C. GOW	70	ser.	70
J. Parkes	66	ser.	66
W. B. Joyce	58	ser.	58
J. H. Fidgeon	54	ser.	54
A. McKeanie	51	ser.	51
W. J. Ratley	49	ser.	49
E. W. Dawson	47	ser.	47
W. H. T. Davis	46	ser.	46
Sir Francis Pigott	44	ser.	44
J. McCubbin	40	ser.	40
J. E. Bingham	38	ser.	38
C. E. H. Beavis	32	ser.	32
F. Fisher	31	ser.	31
R. H. King	29	ser.	29
A. Moir	27	ser.	27
G. H. Walsman	25	ser.	25
J. Hinchings	23	ser.	23
T. K. Dealy	23	ser.	23
L. G. Bird	18	ser.	18
E. W. Terrey	16	ser.	16
J. Whittall	15	ser.	15
D. Dougherty	14	ser.	14
W. T. Edwards	14	ser.	14

Mr. GOW, having already won one of the China Mail Cups, Mr. J. Parkes becomes the winner of that Cup for August.

GAME LICENCES.

It was notified in a *Gazette* Extraordinary on Monday that His Excellency the Governor, by virtue of the powers vested in him by The Wild Birds and Game Preservation Ordinance No. 6 of 1885, as amended by Ordinance No. 8 of 1894, has been pleased to fix a fee of \$50 for licences to shoot and take wild birds and game over the following ranges:—(a) The Island of Lantau; (b) That portion of the New Territories (Tung Hoi and Luk Yauk Districts) bounded on the south-west by a line drawn between the villages of Shatin and Cheung Kwan O (Junk Bay) and on the north by the ridge of the hills nearest to the waters of Throatsom Cove, Tolo Channel, Jones' Cove, Long Harbour and Fung Hei (Mirs Bay); (c) The Islands to the south of the area (b). The fee for licences to shoot and take wild birds and game within areas other than those above defined will continue to be \$10 a year as provided by Government Notification No. 27 of 1903. Every licence will be in force for the period of one year from 1st September, 1905.

THE GOLDEN CHANCE.

The Chinese have been caught removing American trademarks from American pieces of goods and selling the bales as English. They sometimes overlook the fact, not being able perhaps to read, that there may be another tell-tale mark underneath the bale. We may expect to find German marks figuring conspicuously on goods hitherto known to be exclusively of American manufacture, and in this way American trade may possibly suffer less than is anticipated. Other nationals will of course not lose a good opportunity, and according to the *Shenpao*, Messrs. Arnold, Karberg and Co., and Agents for the Asiatic Petroleum Company, Ltd., of Chinkiang, have despatched their representatives to Kinkiang and other ports on the Yangtze to extend their business in petroleum taking advantage of the boycotting of American goods, as the natives will not buy the Standard Oil Company's oil.—*Tientsin Times*.

THE "STYMIE" IN GOLF.

The stymie must be no less ancient than the game of golf itself. The idea that the stymie might be disposed of by sheer force never was entertained by golfers. It seems, however, that we must disabuse ourselves of these old-fashioned notions. The Rules of Golf Committee have decided that it is permissible to play a stymied ball hard against the opponent's ball with the object of knocking the latter away and holding the ball in play by following through. If this stroke be generally adopted, it would be well to abolish the stymie altogether, and allow the intervening ball to be lifted without penalty. It is opposed to sportsmanlike feeling, as it is to the spirit of the game and its ancient traditions. To the owner of the stymied ball it gives an undue advantage, and severe punishment for no fault committed is meted out to his adversary.

Some excitement was created in Gough Street, on Monday night, by the report that a mad dog was running about. A constable tried to kill it with a bamboo, but failing, drew his revolver and shot it. The usual post mortem examination was held at the public mortuary, and it was found that the animal was in a bad state of mange.

SUPREME COURT.

Tuesday, 29th August.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

MOOSDEEN V. MOOSDEEN.
The plaintiff, Mrs. Zaharah Moosdeen, of No. 121 Wanchai Road, claimed from the defendant, A. R. Moosdeen, of Messrs. Arnold, Karberg and Co., Canton, the sums of \$110 due for the months of April and May, and \$160 due for the months of June and July, for alimony, after the agreed rate of payment.

Mr. E. A. Bonner (of Messrs. Denny and Bonney) appeared for the plaintiff, while the defendant, who was absent, was not represented. Mr. Bonner stated that the plaintiff's claim in the first action was for \$80 for the month of May, and \$80, arrears for the month of April, at the agreed rate. In the second action she claimed \$80 for the month of June, and \$80 for the month of July. The writ was served out of the jurisdiction of this court, and he would prove service thereof.

Chen Pak, an interpreter in the office of Messrs. Denny and Bonney, and a British subject, stated that on the 19th August he went to Messrs. Arnold, Karberg's office, at Shamoan, and saw the defendant. He said to him—"Here are two writs for you." Defendant refused to take them and took witness to the British Consul. The Consul told him he had no right to serve the writs, and to clear out of Shamoan, at the same time saying—"If you are beaten you must not come here and complain." Witness again went to the office of Messrs. Arnold, Karberg and Co. on the 21st when he found defendant sitting at his desk. He put copies of the writs thereon and walked out on to the verandah. Defendant took the writs, ran on to the verandah and threw them at witness. He then caught hold of him and said—"You take the writs back or I will put you under arrest." He then told the complainer to call a policeman and, on one arriving, witness was eventually forced to take the writs back.

His Honour—Did Moosdeen know what the papers were?

Witness—Yes, I told him they were writs, and he remarked—"I suppose they are about my wife?" I said they were.

Mr. Bonner—Did he say a writ had been sent to the Consul to serve on him?—Witness—Yes.

Mr. Bonner, in support of his contention that the service was good, referred His Lordship to Dowling's case in the Annual Practice wherein it was stated that if the deponent informed the defendant of the nature of the process, and the copy was thrown down, that was sufficient proof of service.

His Lordship held that the service was good. The plaintiff stated that she had been married to the defendant for 24 years. He told her he was getting a salary of \$175 a month. She left him because he would insist on having a Chinese woman in the house. They had five children. She left him in November of last year, and later went to Canton with her brothers to settle with him about her maintenance. He agreed to allow her \$80 per month, and had paid her from November until the following March, and \$50 for the month of April. Since then defendant had not paid her, and had advertised in the papers that he would not be responsible for any debts she contracted. The agreement as to maintenance was a verbal one.

His Honour—I think \$80 out of \$175 is a large order, and the only evidence is that he promised her the amount.

Mr. Bonner—Possibly the plaintiff is mistaken about his salary, as he is in a very good position. His Honour gave judgment and costs in both cases.

THE MANILA RAILWAY COMPANY.

The report for the year 1904 states that the permanent way and rolling stock have been restored practically to the same good condition as before the disturbances, excepting only the station buildings, on which it is not necessary to incur further expense, as they are now sufficient for all practical purposes.

For the period to December 31, 1904, the traffic receipts amounted to \$1,475,563, and the expenditure in Manila to \$860,724, leaving a balance of \$614,839, which at 2s. exchange amounts to £31,524, and deducting the charges in London, &c., the net revenue amounts to £27,708. Interest has been paid on the first mortgage registered stock and on prior lien bonds, A and B, amounting to £42,000. The revenue of this year being in the new Philippine currency, which has a fixed value of 0.50 United States gold per dollar (or over 2s.), the comparison with last year's figures, although showing a decrease in dollars, gives a small increase after conversion into sterling. The claims of the company against the Governments of the United States and of the Philippine Islands have not yet been admitted, and are now in charge of His Majesty's Ambassador at Washington. The company's claims on the Spanish Government are still pending, but for a considerable proportion an early settlement is promised. The construction of the extensions to Calanatan and Antipolo have been proceeded with, and up to the end of the year 254 miles of the former branch had been opened to public traffic. The remainder of the works on this branch and on the Antipolo line are in a forward state, and the greater part of the material on the spot. The net revenue from these extensions, including that to Stensberg, is £23,046, which is carried forward to 1905. Since the beginning of the present year the following sections have been opened to traffic on the Calanatan line.—To San Roque, 73 miles; to Gapan, 53 miles; leaving about 18 miles to complete the Calanatan extension. The company's system now consists of 170 miles open to traffic, and 431 miles under construction.

POLICE COURT.

Tuesday, 29th August.

BEFORE MR. F. A. HAZELAND, FIRST POLICE MAGISTRATE.

ALLEGED PERJURY IN DIVORCE COURT PROCEEDINGS.

Peter Stephen Ledbury, who was understood to be a Portuguese private detective, was brought up in custody charged with wilful perjury against Mrs. Mitchell, of Kowloon.

The charge set out that he, having been duly sworn in due course of law before Archibald Beth, Esq., the commissioner duly appointed to take the evidence of the said Peter Stephen Ledbury, and having competent power and authority to administer the oath in the case of Thomas Alexander Mitchell, the plaintiff, Henrietta Maud Mitchell, now pending in the First Division of the Court of Session at Edinburgh, did falsely, knowingly and maliciously depose and give evidence contriving and intending to pervert the course of law and justice.

The first point was that on 9th November, 1904, he said he saw plaintiff leave her residence, Chuen Villa, Observatory Road, Kowloon, at 9 p.m., go to the house of one John Lime, at 5, East Road, Kowloon, that on her arrival at the door of the house she was received by John Lime, who kissed her and put his arms round her waist, and that she remained at the house up to, at any rate, midnight; whereas in truth and in fact, she never went to 5, East Road, as Ledbury knew, at the time when he so deposed.

The second count was that prisoner said he saw plaintiff on 1st January, 1905, in a very compromising position with the said John Lime, at her residence; whereas such an occurrence, as described by Ledbury, did not take place.

The third count was that prisoner said he saw plaintiff misconduct herself with the said John Lime at her residence on January 6th, 1905, at 10 p.m. Whereas, in truth and in fact, such never took place, as the prisoner well knew at the time he was giving evidence.

Mr. R. Harding appeared for the prosecution and Mr. Denison for the defence.

Prisoner answered to his name and was remanded till Friday, bail being fixed at \$2,500.

MAIL ESTREATED.

Lui Tsoi, who was charged last week with forgery in order to secure the position of postman for a certain individual, failed to answer to his name, and his bail of \$400 was estreated.

MANSLAUGHTER.

Lam Pin, cook, was arraigned on this charge in connection with the death of an apprentice glass blower named Choy Kwong at No. 1 Yuk San Lane on the 18th instant.

Inspector Collett informed His Worship that on the 18th instant deceased and defendant were working together and had some little dispute over the deceased taking certain work out of the defendant's hands. Deceased threw a piece of glass at the defendant which struck him on the forehead. Defendant, thereupon turned round and struck the deceased a number of blows, one of which ruptured his spleen.

Lam Chan declared—The defendant is a cook in my employ, and deceased was one of my apprentice glass-blowers. On the 18th instant I was upstairs sleeping, but being awakened by a noise, I went below to learn the cause of it. I saw deceased and defendant, and on questioning the latter he told me he had struck the deceased several blows. Deceased said defendant had struck him on the left side. He was very ill and had to be put to bed, but a doctor was not sent for. His mother rubbed some medicine on his left side. He died early the following morning. I noticed a wound over defendant's right eye when I came down to see him. He said he had thrown a small stool at him, in consequence of which action he struck him.

Wong Mei, glass-blower, stated that he saw defendant strike deceased five blows on the right side. After that deceased went to work, but some time afterwards he complained of pains in the body, and went to bed. He expired the following morning.

Ko Koo gave evidence as to examining the body of deceased and finding that death was due to hemorrhage from a ruptured spleen. A blow on the side would probably have caused such a rupture.

After hearing further evidence His Worship committed the defendant for trial at the Criminal Sessions.

RESTRAINING A DOG.

Mr. J. H. Oxberry, of Hongkong, was summoned at the instance of Mr. A. Course, superintendent in the Army Ordnance Department, for allowing a ferocious dog to be at large. The case for the complainant was that on Tuesday last his little daughter, about eleven years old, was walking down Morrison Hill Road when the dog came up and bit her on the right hand. She was not playing with the dog because it had bitten her once before, and she was afraid of it.

Complainant spoke to his daughter coming home on the day in question and showing her hand bearing distinct marks of a dog bite.

Mr. Egan said his children had been bitten by the same dog and he complained to the police about it. He had known of other children having been bitten by the animal, and said that defendant was in the habit of giving them five cents to keep them quiet. He had given his child five cents but witness sent it back. The dog was always barking and rushing about the streets and was a source of annoyance to the neighbourhood.

Two girls, Ross and Clara Goldenberg, declared they were in the habit of playing with the dog which liked to play with children, and never bit anyone.

His Worship said the evidence was rather contradictory. No doubt the little girl was bitten by the dog, but other evidence showed that the animal was gentle. He did not see how he could inflict a penalty, and asked if plaintiff would be satisfied if the dog were muzzled during the summer months, and they could see how it behaved in the winter months and report again.

Plaintiff said he would be satisfied with that provided the police were instructed to keep an eye on the dog.

His Worship passed an order accordingly.

THE CHINESE COMMERCIAL UNION.

THE GOVERNMENT'S REASONS FOR FORBIDDING BOYCOTT MEETINGS.

Yesterday there was a meeting of the Chinese Commercial Union, Mr. FUNG WA-CHUN presiding, at which the following correspondence was read:—

Hongkong, 14th August.

TO THE HONOURABLE THE REGISTRAR GENERAL.

SIR,—I am directed by the Committee of the Chinese Commercial Union to address you under the following circumstances:—

As His Excellency the Governor is no doubt aware, a widespread movement has been started amongst the Chinese in many places in China, and also in the British Colony of the Straits Settlements, for the purpose of the boycotting by Chinese of American goods and products. Such movement is attributable to the patriotic and, it seems to us, legitimate desire of inducing the Government of the United States of America to modify the very stringent laws which they have made in connection with this exclusion of Chinese from the United States of America.

Under these circumstances, we would most respectfully ask His Excellency the Governor for a permit under his hand, under the provisions of Section 31 of Ordinance No. 3 of 1888, authorising public meetings of Chinese to be held at Nos. 39 and 32 Des Vaux Road, Central, Victoria, in this Colony, for the purpose of discussing and, if necessary, passing resolutions in connection with the question as to what action is to be taken by the Chinese in this Colony in regard to the above movement. I have the honour to be, sir, your most obedient servant.

FUNG WA-CHUN, Chairman.

This reply was as follows:—

Colonial Secretary's Office.

Hongkong, 17th August, 1905.

SIR,—I have the honour to inform you that your letter of the 14th August, written by direction of the Chinese Commercial Union, requesting a permit under the Governor's hand authorising public meetings in connection with a movement "for the purpose of the boycotting by Chinese of American goods and products," has been laid before the Governor.

His Excellency is not fully informed of the constitution of the Chinese Commercial Union, but understands that it consists of some merchants, traders and others who are British subjects, and of many who are subjects of the Emperor of China and are residing in Hongkong for purposes of trade.

His Excellency is unable to grant the permission asked for on behalf of these gentlemen, as combined action of the nature contemplated only can be regarded as an attack on the commerce of a friendly power, and as His Excellency is satisfied that such action would not unfavourably on the trade of this free trade port and on all classes who have an interest in that trade, while its object of inducing "the Government of the United States of America to modify the very stringent laws which they have made in connection with the exclusion of Chinese from the United States of America" is more likely to be attained by other methods.—I have the honour to be, sir, your obedient servant.

T. SERCOMBE SMITH, Colonial Secretary.

FUNG WA-CHUN, Esq.
During the discussion which followed, Mr. FUNG WA-CHUN announced his intention of resigning the chairmanship. There were protests at this, the members speaking in the highest terms of his conduct in the chair, and requesting him to change his mind.

Mr. Ho Fook said in any case they could not accept his resignation at that meeting, so it was decided to meet again on September 20th.

CRUISE OF THE CHANNEL FLEET.

The official programme of the cruise of the Channel fleet and the first cruiser squadron was announced as follows:—"They will assemble at Spithead, and will leave there on August 15, arriving at Ynuden on the 19th. Leaving Ynuden on the 19th, they will arrive at Graa (near Eder) on the 20th, and remain for three days. On the 23rd the first cruiser squadron will be detached and will proceed to Portland. It will arrive on the 25th. The Channel Fleet will proceed to Swinemunde (Stettin), anchoring as convenient in the Kattegat, or Great Belt, and arriving at Swinemunde on the 28th. They remain there until the 31st. Neufahrwasser (Danzig) will be reached on September 1, and the vessels will remain until September 4. Leaving German waters then, the fleet will proceed to Invergorston, where they will arrive on September 7 and remain until the 15th. Lerwick will be reached on the 16th."

The world is full of young men and women who desire to become writers. Provided the talent exists, it is a very sensible desire; in one instance, out of an average of, say, ten thousand, such necessary talent does accompany this very common desire. In the other nine thousand nine hundred and ninety-nine cases the talent is absent, the desire being a mere vague stirring of the appetites towards a work well remunerated, bringing with it the admiration and envy of our fellow-men—this being the literary career commonly imagined by those outside it.—*Jerome K. Jerome in To-Day.*

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent to before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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Telegraphic Address: "DAILY PRESS," A.B.C., 6th E. Island.

P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

WANTED.

SHROFFS, WITH CASH SECURITY.

Apply to—
KELLY & WALSH, LD.
Hongkong, 30th August, 1905. [2019]

NOTICE.

THE Business hitherto carried on by the undersigned have been assigned, and will in future be carried on under the name of PERCY SMITH AND SETH, at No. 5, Queen's Road Central.

H. PERCY SMITH, P.C.A.
S. A. SETH.
J. HINNESSEY SETH.
Hongkong, 30th August, 1905. [2020]

JUST LANDED.

STATIONERY! STATIONERY! STATIONERY!

FANCY BOXES OF NOTE PAPERS and ENVELOPES of the latest design. And also

A Large Variety of Ordinary Papers and Envelopes Now on Show.

Prices very moderate.

H. RUTTONIER,
No. 5, D'Almeida Street,
and

36 & 38, Elgin Road, Kowloon.
Hongkong, 30th August, 1905. [2021]

DOUGLAS STRAIGHT COMPANY, LIMITED.

FOR SVATOW, AMOY AND POOCHOW.

THE Company's Steamship.

"HAICHING."

Captain A. E. Hodgins, will be despatched for the above ports TO-MORROW, the 31st inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS STRAIGHT & CO., General Managers.

Hongkong, 29th August, 1905. [2016]

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

FOR SHANGHAI, CHEFOO AND TIENTSIN.

THE Steamship

"NORD."

will be despatched for the above ports TO-MORROW, the 31st inst., at 5 P.M.

For Freight & further information, apply to SREWAN, TOMES & CO., Agents.

Hongkong, 30th August, 1905. [2022]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"SLAVONIA."

Captain Rordon, will be despatched for the above ports on WEDNESDAY, the 6th September, at Noon.

This steamer has splendid accommodation for passengers and carries a fully qualified doctor.

HAMBURG-AMERICA LINE.

Hongkong, 30th August, 1905. [2023]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex S. Persia.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 4th September, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 29th August, 1905. [1]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 o'clock this afternoon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 4th September, at 9.30 A.M.

All Claims must reach us before the 9th September, or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELBURN & CO., Agents.

Hongkong, 29th August, 1905. [5]

NEW ADVERTISEMENTS

NAVIGAZIONE GENERALE ITALIANA

(Florio and Bahatino United Companies)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERREAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Cordile, will be despatched as above on MONDAY, the 11th September, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 30th August, 1905. [14]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLUCHE,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th September will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th September, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th September, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 30th August, 1905. [2017]

INTERNATIONAL BANKING CORPORATION.

ON AND AFTER MONDAY, 28th inst., the business of this Corporation will be carried on in their NEW PREMISES at No. 9, Queen's Road Central.

Hongkong, 28th August, 1905. [1984]

NOTICE OF REMOVAL.

THE CHINA COMMERCIAL S. S. CO., LTD., has REMOVED its Office to the HOTEL MANSIONS, 1st Floor, Front.

Hongkong, 22nd August, 1905. [1962]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady, B. R.

Care of Office of this Paper.

Hongkong, 16th August, 1905. [1988]

NOTICE.

THE Undersigned invite applications for the post of COMPTROLLER to an old and well established Bank. Applications to be in writing and to state qualifications and age of applicant. The highest references required.

No one need apply unless he is an experienced man of business and prepared to give substantial security.

Apply to—

JOHNSON, STOKES & MASTER.

Hongkong, 21st August, 1905. [1934]

WEL-HAI-WEI SCHOOL.

EDUCATION FOR THE SONS OF EUROPEANS under excellent academic and sanitary conditions. New School House in a splendid situation. School Re-opens on September 4th.

Prospectuses may be had at the Offices of this paper.

Hongkong, 25th August, 1905. [1971]

NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the public that, in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.00 PER THOUSAND cubic feet, they now offer the following FAVOURABLE TERMS TO INTERESTED CONSUMERS—

1. SERVICES up to 50 feet in length will be laid FREE.

2. NO CHARGE will be made for METER-FIXING.

THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intending or existing customers.

The Company hire or sell all kinds of Gas Fittings whether for Heating, Cooking or Lighting and INVITE INSPECTION of their stock at their NEW SHOW ROOMS at WEST POINT.

GEORGE CURRY, Local Secretary.

Hongkong, 14th June, 1905. [1441]

NOW READY.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of preceding the Departure of the English Mail, also Table of Yearly Approximate Averages FOR 31 YEARS,

FROM 1874 to 1904.

Price 32 Cash. On Sale at the "DAILY PRESS" Office, or Local Booksellers.

Hongkong, 11th May, 1905.

INTIMATIONS.

THEATRE ROYAL (CITY HALL).

THE AMUSEMENT EVENT OF THE YEAR 1905.

The Famous

GAITY STARS.

POLITE VAUDEVILLE AND SPECIALITY COMPANY.

Under the patronage of His Excellency Sir MATTHEW NATHAN, K.C.M.G.

16 Star Artists including THE WHEELERS

LOOPING THE GREAT WHEEL

DANTE THE GREAT.

Commencing FRIDAY, 1st SEPTEMBER.

Box plan at ROBINSON PIANO CO.

JAMES MORGAN, Business Manager.

Hongkong, 28th August, 1905. [2003]

HONGKONG CIVIL SERVICE CRICKET CLUB.

ANNUAL GENERAL MEETING.

THE ANNUAL GENERAL MEETING of the Club will be held at the Pavilion, Happy Valley, TO-MORROW (THURSDAY), 31st inst., at 5.30 P.M., for the purpose of receiving the Report of the Committee, passing the Accounts and electing Officers and Committee.

L. E. BARTLE, Hon. Secretary.

Hongkong, 29th August, 1905. [2013]

ST. ANDREW'S SOCIETY, HONGKONG.

THE ST. ANDREW'S SOCIETY OF HONGKONG propose to AWARD PRIZES TO CHILDREN of Scottish parentage who may exhibit the best knowledge of Scottish History. An examination will be held in February, 1906.

For further particulars apply to W. ARMSTRONG, Hon. Secretary.

(Care of BUTTERFIELD & SWIRE). Hongkong, 28th August, 1905. [1997]



ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, on FRIDAY, the 1st September, at 8.30 for 9 P.M. precisely. Visiting Brothers are cordially invited to attend.

Hongkong, 26th August, 1905. [1983]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for ACCOUNT OF THE CONCERNED, TO-MORROW (THURSDAY), the 31st August, 1905, at 2.30 P.M., at No. 37, Wyndham Street.

VALUABLE HOUSEHOLD FURNITURE, comprising—

PLUSH COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTLES with BEVELED GLASS, BLACKWOOD TEA TABLES and CHAIRS, MOROCCO COVERED DINING ROOM SUITE, TEAKWOOD EXTENSION DINING TABLE, LAQUALED LADY'S DESK, SILK CURTAINS, OLD CHINA WARE, BRONZE VASES, SILK COVERED BED ROOM SUITE, BRASS MOUNTED BEDSTRADES with WIRE and RATTAN MATRESSES, TEAKWOOD WARDROBES with BEVELED GLASS, MARBLE TOP—BUREAU with BEVELED GLASS, ENGRAVINGS, GLASS, CROCKERY and E.P. WARE, BRUSSELS CARPETS, &c., &c.

ONE AMERICAN ICE CHEST. Catalogues will be issued. On View To-morrow.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 29th August, 1905. [2009]

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 19th March, 1904. [761]

BOARD AND RESIDENCE.

WITH Private Family, suitable for Gentleman. Good Locality, Central.

Tennis. Hongkong.

Apply to—

G. L. Care of "Daily Press" Office.

Hongkong, 19th August, 1905. [1921]

FIRST-CLASS BOARD & RESIDENCE at "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS, "Braeside," 23, Macdonnell Road, (late of "Tang Yuen").

Hongkong, 27th June, 1905. [1535]

FIRST-CLASS BOARD & RESIDENCE.

"ST. GEORGE'S HOUSE,"

2 & 4, KENNEDY ROAD, and

"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour.

For terms, apply to—

Mrs. G. SACHSE, "St. George's House,"

Hongkong, 17th March, 1903. [70]

THE DIRECTORY AND CHRONICLE FOR 1905

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Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING WEAVING & DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Managers, on SATURDAY, the 2nd September, at 12.30 P.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd August to 2nd September, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 21st August, 1905. [1838]

TEBRAU PLANTING COMPANY, LD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at its Registered Office, Alexandra Buildings, on TUESDAY, the 5th September next, at Noon, when the subjoined Resolution, which was passed at the Extraordinary Meeting of the Company held on the 18th August, will be submitted for confirmation as a Special Resolution.

"That the Company be wound up liquid, and that the General Managers be and they are hereby appointed Liquidators for the purpose of such winding up."

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 19th August, 1905. [1832]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [181]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904, £17,131,299.

1. AUTHORIZED CAPITAL... £3,000,000

SUBSCRIBED CAPITAL... 2,750,000

PAID-UP CAPITAL... 687,500 0 0

(I. FIRE FUNDS) ... 3,001,268 12 6

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

SHEWAN TOMES & CO., Agents.

Hongkong, 30th June, 1905. [1567]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO., Agents.

Hongkong, 1st January, 1904. [13]

TO LET

TO LET ON LEASE.

A LARGE DETACHED HOUSE, Very Substantially Built, Robinson Road Level. Commanding Full View of Harbour, 12 Large Rooms besides Out-Houses. Partly furnished (a new Burroughs and Watts' Full Sized Billiard Table included) Gas and Electric Fittings. Rent \$100 a month besides Taxes. Owner leaving for Europe shortly.

Apply to—"L. C." Care of Daily Press Office.

Hongkong, 28th August, 1905. [1595]

TO LET.

TWO GOOD ROOMS IN ICE HOUSE STREET, suitable for Offices.

NOTICE.

THE POLICY HOLDERS OF THE SOCIETY OF THE UNITED STATES.
Owing to false and greatly exaggerated reports having been circulated, I beg to announce by authority of the President, Mr. Paul Morrison—that the Financial Soundness, Integrity and Surplus of the Society have never been brought into question. On the 30th June last, the available assets had increased by Gold \$7,200,252.

F. KIENE,
Manager, [1895]

Hongkong, 25th August, 1905.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

CAMBRIDGE and WHAMPOA BARRIERS. widening of channels through.

NOTICE IS HEREBY GIVEN that the channels through the CAMBRIDGE and WHAMPOA BARRIERS in the Front Reach approach to Canton have been widened and deepened as follows:

CAMBRIDGE BARRIER. A length of 112 feet of the Southern end of the central section of this Barrier has been removed and the channel through it has now a width of 440 feet with a least depth of 16 feet at Low Water of Spring Tides.

WHAMPOA BARRIER. A length of 150 feet of the Southern end of the central section of this Barrier has been removed and the channel through it has now a width of 440 feet with a least depth of 9 feet at Low Water of Spring Tides.

J. HOWELL MAY,
Harbour Master.

Approved:
F. J. MAYERS,
Acting Commissioner of Customs.

Canton House, [1904]
Canton, 21st August 1905.

"SEETON."

A FIRST-CLASS FAMILY HEALTH RESORT.

Splendid Bathing Facilities for Adults and Children.
Separate Bathing Accommodation for Ladies and Gentlemen.
Lawns suitable for private parties and picnics let by arrangement.
First-Class Refreshments only supplied.
Pleasant catering for
Special lunches will leave Bluff Pier on the following days (weather permitting):
Tuesdays and Thursdays, leave at 5.15 p.m., return at 7 p.m.
Saturdays, leave at 3.15 p.m., return at 7 p.m.
Sundays, leave at 3.15 p.m., return at 7 p.m.
Lunches will call at Police Pier, Kowloon, on Saturdays and Sundays.
Return tickets (including refreshments) \$1.00.
For further particulars please apply to the undersigned.

SAMUEL SEE, Manager,
Care of 15, Connaught Road Central,
Hongkong, 17th August, 1905. [1899]

COLD STORAGE.

THE HONGKONG ICE COMPANY, Ltd.,
have now 40,000 cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday excepted to receive and deliver perishable goods.
Wm. PARLANE, Manager,
Hongkong, 18th November, 1901. [55]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

BLEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20-BORE; and NEWCASTLE CHILLED SHOT in all States, No. 10 to 88SG. AIR GUNS and AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong, 28th November, 1902. [100]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Holders.
Call Flag W.
J. W. KEW,
Manager,
Hotel Mansions, 3rd Floor,
Hongkong, 8th August, 1905. [1433]

MITSU BISHI DOCKYARD

AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.
Length on Blocks... 714 "

Width of Entrance on Top... 261 "

Width of Entrance on Bottom... 891 "

Water on Blocks at Spring Tide... 344 "

DOCK No. 1.

Extreme Length... 523 feet.
Length on Blocks... 519 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 71 "

Water on Blocks at Spring Tide... 281 "

DOCK No. 2.

Extreme Length... 371 feet.
Length on Blocks... 365 "

Width of Entrance on Top... 68 "

Width of Entrance on Bottom... 33 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OUI-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.)

Short Notice. [1353]

THE GLUT AT THE KOBE CUSTOMS.

VIEWS OF A COTTON EXPERT.

The *Japan Chronicle* says:—The question of the accommodation at the Kobe Customs is one of such vital importance to the port that any information regarding it is of interest. Yesterday a representative of the *Chronicle* sought the views of a well-known expert in cotton on the matter. This gentleman has made a close study of the problem in all its bearings, and his opinion is of considerable value.

"The cause of the trouble," he said, "is the insufficient accommodation at the Customs; there is no question about that. But the responsibility for any damage or delay arising from this has never been fixed, either by means of commercial documents or by the customs of the port. Indeed, the rules governing the receipt of goods from a ship are so vague in themselves that from a legal standpoint neither the parties handling goods from a steamer until the time that the goods are delivered to the consignee can be made responsible in a clear and direct way.

"The steamship companies, as a matter of course, take the stand that they are carriers and that their responsibility ceases as soon as the goods arrive at the port of destination. It is, however, the steamship companies who have suffered themselves with a certain responsibility, which responsibility has become a custom of the port. Merchants have come to expect the steamship agents to discharge their goods for them: the custom was inaugurated by the steamship agents with a view to obliging the consignees, and so it has come about that under ordinary circumstances the steamship agents in Kobe and other ports in Japan have always taken the responsibility for the loading, sorting out, storing, and sound condition of the goods during transit from on board the vessel until delivery.

"The conditions existing at the present time, however, are different, if not quite exceptional—they are absolutely extraordinary. The Customs officials compel the steamship agents to land goods at places which afford no protection whatever against bad weather, and enormous damage has been done recently by rain and exposure, for which the consignees would seem to have no redress.

"Who is responsible for this? The Customs officials do not recognize any responsibility: the steamship agents have no means to fulfil the obligations which they have taken upon themselves; and the merchants are in just the same position, as they have no right to interfere until the goods are delivered.

"With regard to the responsibility of the Customs, a word ought to be said. The merchants simply receive the cotton from the Customs house officials under the authority of the Customs-house passes, and so any mistake, any damage, any delay which is occasioned either by insufficient space, inefficient means of discharging, mistakes in the delivery or identification of goods—all these things, which are actually of frequent occurrence, are brought to the door of either steamship agent or merchant. In comparison with the big ports in other countries, the conditions are totally different. In other countries you have big dock companies who undertake the discharging and storing of cargo. Here the same work is done by four or five different undertakings, the extent of whose responsibility is not fixed, so that it is difficult to take action against them.

"One reason for the present condition of things in regard to the accommodation and means of handling goods in Kobe has been what I may term the 'standing still' of the mercantile community for many years while the trade of the port has progressed very rapidly, and this stagnation in the matter of landing arrangements is the root of all the trouble. In my opinion the Customs people cannot be made wholly responsible for not providing the accommodation and means for handling the goods landed.

Importers, exporters, merchants, and those interested in industry and produce have been responsible for building up the trade of the port, and they have allowed matters to drift on. You cannot say to the Customs House: 'You must put up godowns and other buildings to accommodate our particular goods.' All must work together and in harmony for the attainment of a common object. Everybody is more or less to blame for the neglect shown in the past, and all interests concerned have now to bear the responsibility of that neglect.

"Although it must be some time before any real remedy is found there are signs of improvement. The Mitsui Bussan Kaisha has taken steps to erect sheds in their compounds at Kobe and Yokohama, while a scheme is in the air to cover a large area of the Customs compound at Minatogawa with roofing and other proposals for the improvement of the existing conditions are under consideration.

"It would be a good thing, I think, if the *Chronicle* advised the steamship agents to take the handling of goods into their own hands, and not to allow any person to handle cargo until it is delivered to the consignees. To the merchants the same advice might be given, and they should refuse to receive the cotton from anybody but responsible persons. The goods ought to be delivered from the steamer direct to the merchants and not dumped down in the Customs compound until called for.

"I may remark that the deliveries of cotton to the merchants are always very troublesome, and it is said that landing agents and delivering agents are much to blame for many of the mistakes which have been made. Through this accumulation of cotton and the unsatisfactory landing and storing conditions, merchants have without doubt lost a large amount of money, and it is not too much to say that during the past three or four months at least you 100,000 has been lost in this way. As I have said, there are signs of an improvement, but it will be difficult to effect a radical change for some time yet. At least it would be advisable that merchants and steamship agents should meet and consult between themselves, and instead of fighting about claims try to find a means of avoiding further losses."

ANOTHER ESTIMATE OF THE JAPANESE.

"PRACTICAL, HARD-HEADED, MATERIALISTIC."

Mr. A. R. Colquhoun, the well-known author of "The Mastery of the Pacific," recently contributed an interesting article to the *Herald* of the 17th inst. on the racial characteristics of the Japanese. He writes as follows:—At this time we have many pictures of the Japanese "as they really are." We see, on the one hand, a people almost too good for a wicked world, sober, honest, industrious, clever, artistic, well educated, and patriotic to the point of fanaticism. On the other, we have a picture which puts in the high lights, granting cleverness, industry, and patriotism, but supplying elements of Machiavellian cunning, insatiable ambition, strong racial antipathies, and Oriental views of morality and the Yellow Peril. The true Japanese is probably midway between these two extremes. He compares favourably with Europeans in many respects, and is inferior to them in others. Above all, his character is at a peculiar point in its evolution. Unlike the Chinese, who despise

the military profession and say, "One does not make a nail of good iron nor a soldier of a good man," the Japanese have always regarded their military caste as an aristocracy. The origin of this sentiment goes far back to the dawn of history in the islands, but it has survived every change. The samurai, a military aristocracy, accomplished the renaissance of Japan.

The Japanese have many good leaders, they have also proved splendid followers, and here is one of the secrets of their success. The bulk of the people were emancipated from the feudal system, but they inherit and embody the feudal feeling, and it was the successful grafting of modern methods on to a medieval body which gives us the phenomena of modern Japan. Below the medieval and (throughly Oriental) conception of a monarch we find a modern Parliament and an organized party system, and while Japan is too young in the exercise of political power to have elaborated a latter, there has been already a good deal of conflict in the popular assembly. When the common danger is past it is inevitable that some of the drawbacks, as well as the blessings, of a popular assembly should be felt in Japan, and that there will be conflict between the Oriental Monarchy and the Westernized Constitution.

The most puzzling feature about Japanese character is its lack of religious idealism. The look of the face, the eyes, and the country and the tenets of its religion are both, in one sense of the word, "religious," but they are not equal in breadth or depth to the spiritual conceptions which have played so great a part in the world's history. Admiral Togo's despatches, attributing success to the virtue of the Emperor's ancestors, are probably conceived by the same people who are deliberately calculated to embody the sentiments of the bulk of the nation. The interesting question is, whether a nation can achieve true greatness on a materialistic basis? Were the Japanese an imaginative people no such question would arise, but as a matter of fact they are singularly devoid of imagination. They leave off just where Europe begins to excel, and there is no comparison between their achievements and those of Italy, for example, in the realm of imagination and idealism. It is a practical, hard-headed, materialistic race, with a delight in the form for artistic craftsmanship, that the Japanese come before us to-day. They are a very poor people, and owing to the density of their population and the lack of rich natural resources in their country are likely to remain poor as a proletariat. An outlet for surplus population has been for some time a vital necessity, and the Japanese, with their love of the sea are essentially a colonising people. Emigration has taken place since the dawn of time, the colonies, to the United States and Hawaii. The check, placed on emigration in the Pacific and America, has inevitably turned the stream towards Northern Asia. The weakest point in Japan's position is her lack of capital. Until the successes of the last two years financiers were shy of Japanese securities, regarding her increasing expenditure as reckless. Her national debt is not heavy, and until war expenses began she had a surplus over expenditure, which was due to the extreme economy practised, on a scale quite unparalleled in any other civilised country. The credit of Japan has, of course, risen with her success, but even if she succeeded in obtaining a heavy indemnity, she will be crippled for some time by a lack of capital, and it is probable that she will encourage the introduction of foreign money by every means in her power, even by allowing foreigners to own land.

THE LOADING LIMIT.

TREATMENT OF FOREIGN SHIPS.

The writer of the Political Notes in *The Times* on July 28th discourses on the report presented by Mr. Bonar Law's Select Committee on the statutory requirements of foreign ships. We understand the writer that the committee observe in their report that foreign ships which have taken any cargo on board at a port in the United Kingdom and are overloaded may be detained, but that there is no other penalty provided, no requirement as to marking, and no restriction as to the loading on inland voyages. In practice, foreign ships are frequently overloaded on voyages to the United Kingdom; they are also overloaded to a certain extent on voyages from this country, and the fact that they are not marked may in some cases assist them in escaping detection. The loading limit fixes the limit to which it is safe and prudent to load, and the rules by which it is determined can at any time be modified to meet altered conditions. The committee do not think it will be unreasonable to require foreign ships to observe a loading limit when entering as well as leaving our ports, and to prohibit the loading of cargo to exceed a limit which shall be marked on the ship's papers. It is desirable that foreign ship-owners and masters should realize that, being so marked, they would save themselves the trouble and delay that an inspection without its guidance must involve. It would, the committee submit, be satisfactory if this loading limit could be fixed by international agreement, and they are informed that there is a movement in some of the principal foreign countries in the direction of adopting a loading limit. The time, therefore, seems opportune for the adoption of uniform rules of loading by the Governments of the principal maritime countries; but it would facilitate the negotiations if the Government were provided with adequate powers, as is the case in the matter of tonnage measurement under section 81 of the Merchant Shipping Act, 1894. The committee recommend, therefore, that power be given to the Government to apply by Order in Council in ports of the United Kingdom the British rules as to load-line to the merchant ships of any country which do not comply with rules as to loading which are substantially equivalent to those in force in this country.

British ships at ports in the United Kingdom which by reason of the defective condition of their hull, equipment, or machinery, cannot proceed to sea without serious danger to human life, may be detained. But this provision does not extend to foreign ships. The committee do not think that foreign vessels ought to be allowed to go to sea from our ports if they are so unsafe as to endanger life, and they recommend that the provisions of section 459 of the Merchant Shipping Act, 1894, should in future be applied to foreign as well as British ships. Where a grain cargo is loaded on board any British ship all necessary and reasonable precautions must be taken to prevent the grain cargo from shifting. This requirement does not apply to foreign vessels, although the regulations as to another kind of dangerous cargo, viz., timber, do apply to them. The committee recommend that foreign vessels which bring cargoes of grain to the United Kingdom should be required to adopt reasonable precautions and should, so far as is practicable, be subjected to the provisions of the Merchant Shipping Act which regulate the loading of grain in British ships.

It has been urged that foreign emigrant ships

which call at ports in the United Kingdom should be required to comply with our regulations as to emigrant vessels, whether they take emigrants on board here or not. Shipowners are not unanimous on the subject, and the committee cannot support this contention on the ground that it is necessary in the interest of safety. They are, therefore, unable to make any recommendation on the subject. The committee recommend that the Government should be empowered to apply by Order in Council the rules as to the provision of life-saving appliances to the ships of any country which do not substantially comply with the requirements of these rules. The subject of limitation of liability does not come within the terms of the committee's reference, but they think that it deserves careful consideration. The question of injury to workmen in foreign ships has been dealt with in a Bill of this Session which has now passed.

OFFICIALS' SALARIES.

The highest paid official in the Government Service, with the exception of the Viceroy of India, is the Lord Lieutenant of Ireland, who received £20,000 per annum (says the writer of an article entitled "Big Salaries a Road to Ruin" in *Cassell's Saturday Journal* for July); yet, unless an Irish Viceroy was possessed of considerable private means he could not afford to accept this salary, which does not nearly cover the expenses entailed by maintaining so exalted a position as the representative of Sovereignty in Dublin. It has been generally estimated that an Irish Viceroy spends £15,000 a year over and above his official salary so that Lord Dudley, who has held the position for over two years, would, at this reckoning, be now more than £30,000 out of pocket by having accepted a Government post worth £20,000 a year. £10,000 per annum is the salary of the Governor-General of Canada, and considering the expenses which such a position entails, it is one of the worst paid posts in the Government colonial service. The Governor of Malta, for example, who receives £3,000 a year, or the Governor of Ceylon, who is paid one thousand pounds less, are, comparatively speaking, infinitely better paid. There are some very good positions in the diplomatic service, with salaries attached to them that range from £5,000 to £9,000 per annum; yet many a clerk on £2 a week is better off than the holders of those important diplomatic posts. Our Ambassador at Paris is paid £12,000 a year, but no British Ambassador has yet succeeded in making that salary cover his expenses, which are reckoned to cost the holder of our premier Embassy abroad quite £14,000 per annum more than his pay. A First Secretary to an important European Embassy is paid about £3,500 a year, but he finds it impossible to live on this in such places as Vienna or St. Petersburg, and many a diplomatic Minister are, the attempt to do so. Cabinet Ministers are, as a rule, wealthy men, and it is absolutely essential that some of them at any rate should be so for their expenses are considerable. The Secretary for Foreign Affairs is paid £5,000 per annum, but this salary goes but a short way towards defraying the annual expenses which the head of the Foreign Office has to meet. In addition to maintaining a position of great dignity in a becoming manner, he has to see that the various foreign diplomatic missions in London—a social duty that alone runs away with the greater part of his salary.

IN HOT CLIMATES

where a good antiseptic soap is often more a necessity than a luxury.

CALVERT'S

20 per cent

Carbolic Soap

has a ready sale, on account of its refreshing qualities, and the protection its use gives against mosquito bites. It contains 20% Crystal Carbolic, and is useful for insect bites or stings, ringworm, itch, &c.

Calvert's Disinfecting Powder

is guaranteed to contain 72% Carbolic and is as cheap to use as it is need only be lightly sprinkled to destroy germs and unpleasant odours and prevent the approach of infection. 1 lb., 2 lb., and 5 lb. tins.

E. C. CALVERT & Co., Manchester, ENGLAND.

77-2

A purely Vegetable Sweet

most agreeable and healthful candy.

Keatings' Worm Tablets.

Keatings' Worm Tablets.

Keatings' Worm Tablets.

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Peerless Complexions

follow the use of

'DARTRING'

TOILET 'LANOLINE'

It keeps the skin in the pink of condition by nature's methods

Demand the 'DARTRING' Brand

Wholesale: 17, Bultham Viaduct, London, Eng.

72-1

GREGOR & CO.,

31, QUEEN'S ROAD CENTRAL, 1st FLOOR.

BEER

PILSENER. CROWN LABEL.

\$13.00

PER CASE OF 4 DOZEN QUARTS.

\$19.50

PER CASE OF 8 DOZEN PINTS (LARGE SIZE).

145-3

BOVRIL

Is the Cook's best friend.

No Cook can afford to be without Bovril. An appetising and nutritious soup is quickly made by the use of Bovril and it renders Curries and all made dishes palatable and strengthening.

1570-3

"BILLIARDS"

Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS, THOROUGHLY SEASONED.

CRYSTALATE and BONGOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Offices of this paper.

JOHN ROBERTS & CO. LD.

BILLIARD TABLE MAKERS AND IVORY TURNERS, BOMBAY.

Hongkong, 6th April 1904. [927-2]

JAPAN COALS.

MITSUI BUSSAN KAISHA

MITSUI & CO.

HEAD OFFICE—1, SHINJUKU-GYO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, 100, HOUSE STREET

OTHER BRANCHES

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Kanuma, Nagasaki, Kuchino, Sasabe, Naidzura, Miike, Hakodate, Tsipeli, &c.

Telegraphic Address "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mameda, Manoura, Onozu, Otsuji, Sasahara, Teabakuro, Yoshinotani, Yoshio, Yumokibara, and other Coals.

S. MINAMI, Manager, Hongkong.

1

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, nor the AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

Churchill, American barque, Hullman—Master.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service from CAPE POINT to CALCUTTA. Sailings from CAPE POINT for CAPE POINTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1898

847

2 to Ladies

all the most beautiful women use

CREME SIMON

Have found it very good indeed.

SHIPPING.

ARRIVALS.
AUSTRIA, Austrian str., 4,870, R. Caldoni, 29th Aug.—Shanghai 28th Aug. General.
Bismarck, British str., 2,670, A. L. Reid, 29th Aug.—London and Singapore 23rd Aug. General.—Gibb, Livingston & Co.
HAYWARD, Norwegian str., 1,066, C. Anderson, 29th Aug.—Cherbon 20th Aug. Sugar.—Cherbon.
KAIPOHO, British str., 180, Finlayson, 29th Aug.—Cebu via Iloilo 25th August. General.—Butterfield & Swire.
KATAGUNA, British str., 1,780, McBeide, 29th Aug.—Kuching 25th August, Coal.—Midland British Kaisha.
PELA, British str., 1,916, A. L. Valentini, 29th Aug.—London 22nd July and Singapore 24th Aug. General.—P. & O. S. N. Co.
PRINZ ERM. FRIEDRICH, German str., 8,865, E. Frohn, 29th Aug.—Yokohama 19th and Fuchow 24th Aug. Mail and General.—Melchers & Co.
ROSS, German str., 4,951, G. Meiners, 29th Aug.—Hankow 22nd July and Singapore 24th Aug. Mail and General.—Melchers & Co.
SHIMOSA, British str., 2,499, E. A. Chaplin, 29th Aug.—Amoy 27th August, Tea and General.—Dunlop & Co.
SOKKA, German str., 1,118, T. Ehlers, 29th Aug.—Fuchow 27th Aug. General.—Hamburg-Amerika Linie.
TOSCA, Norwegian str., 1,116, P. Bugge, 29th Aug.—Amoy 27th Aug. Coals.—Shewan, Tomes & Co.
VANDALIA, British str., 1,167, W. Brown, 29th Aug.—Singapore via Iloilo 22nd Aug. General.—Cherbon.
WONKOT, German str., 1,270, W. Reher, 29th Aug.—Shanghai and Swatow 24th Aug. Rice.—Butterfield & Swire.

DEPARTURES.
29th August.
POUNSET, British str., for Kobe, 29th August.
ALABAMA, British str., for Kobe, 29th August.
BENJAMIN, British str., for Singapore, 29th August.
HAMBURG, British str., for Swatow, 29th August.
LITTON, German str., for Hamburg, 29th August.
LITTON, British str., for Calcutta, 29th August.
LYDIA, German str., for Nagasaki, 29th August.
MAHARAJA, German str., for Bangkok, 29th August.
PACIFIC, Norwegian str., for Hongkong, 29th August.
PUNDA, British str., for Amoy, 29th August.
TAMING, British str., for Manila, 29th August.

SHIPPING REPORTS.
The British str. *Kaiyong* reports: Light winds at night. The *Imperial* reports: S.W. to N.W. winds and variable fine weather. The British str. *Wahona* reports: Light northerly winds and smooth sea throughout. The German str. *Wongkai* reports: All the voyage nearly dead calm. The last day from Swatow to Hongkong moderate N.W. winds and rough easterly swell.

VESSLS ON THE BERTH
IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship.
"ROON".
Captain M. Innes, will leave for the above places TO-DAY, the 30th inst., at 10 A.M.
NORDDEUTSCHER LLOYD.
For Further Particulars, apply to MELCHERS & CO., Agents.
Hongkong, 29th August, 1905.
NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.
JAPAN-CHINA-AUSTRALIA LINE.
FOR YOKOHAMA AND KOBE.
The Steamship.
"WILLEHAD".
Captain Obmann, will leave for the above places TO-DAY, the 30th inst., at 4 P.M.
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VESSLS ADVERTISED AS LOADING To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and these vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section. Sections.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH
LONDON & ANTWERP VIA SINGAPORE, &c.	MALACCA	Brit. str.	—
LONDON, v.c. via PORTS OF CALL	BENGAL	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP.	BANGA	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP.	PAKING	Brit. str.	1 m.
LONDON, AMSTERDAM & ANTWERP.	ANTONOR	Brit. str.	1 m.
LONDON, AMSTERDAM & ANTWERP.	ALCIGRUS	Brit. str.	1 m.
LONDON, AMSTERDAM & ANTWERP.	BIOMED	Brit. str.	1 m.
MAIRIEUX, &c. via PORTS OF CALL	ARMED BEIC	Frontstr.	—
MAIRIEUX, &c. via PORTS OF CALL	LAOS	Frontstr.	—
MAIRIEUX, &c. via PORTS OF CALL	MERIONETHSHIRE	Brit. str.	—
BREMEN, via PORTS OF CALL	P. E. FRIEDRICH	Ger. str.	—
HAYRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k.w.
HAYRE & HAMBURG VIA STRAITS, &c.	RHEINIA	Ger. str.	k.w.
HAYRE & HAMBURG VIA STRAITS, &c.	SOANDIA	Ger. str.	k.w.
HAYRE & HAMBURG VIA STRAITS, &c.	SILBIA	Ger. str.	k.w.
HAYRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k.w.
HAYRE & HAMBURG VIA STRAITS, &c.	SEGROVIA	Ger. str.	k.w.
TRIESTE, &c. via SINGAPORE, &c.	AUSTRIA	Aus. str.	—
GENOA, MARSEILLES & LIVERPOOL.	ACHILLES	Brit. str.	1 m.
GENOA, MARSEILLES & LIVERPOOL.	AGAMEMNON	Brit. str.	1 m.
NEW YORK, via PORTS & SUEZ CANAL.	SHIMOSA	Brit. str.	—
NEW YORK & BOSTON	AFGHAN PRINCE	Am. str.	—
NEW YORK VIA PORTS & SUEZ CANAL.	ALBENGA	Ger. str.	—
NEW YORK VIA PORTS & SUEZ CANAL.	SHERA BLANCA	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL.	SENECA	Brit. str.	—
YOKOHAMA & KOBE	TARALIA	Ger. str.	k.w.
VANCOUVER, via SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	LYRA	Am. str.	—
VICTORIA (B.C.) SEATTLE, &c. via JAPAN.	JASON	Brit. str.	1 m.
PORTLAND, OREGON VIA SHANGHAI, &c.	ARAGONIA	Ger. str.	—
SEATTLE, via SHANGHAI & JAPAN	MINNESOTA	Am. str.	—
AUSTRALIAN PORTS VIA NEW GUINEA.	EASTERN	Brit. str.	—
AUSTRALIAN PORTS VIA MANILA, &c.	WILLEHAD	Ger. str.	—
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	1 m.
YOKOHAMA & KOBE	WILLEHAD	Ger. str.	—
KOBE & YOKOHAMA	PRINCE	Brit. str.	—
KOBE & YOKOHAMA	KUMANG	Brit. str.	—
KOBE & YOKOHAMA	CHANGSHA	Brit. str.	1 m.
TIENSIN	WOSANG	Brit. str.	—
SHANGHAI, CHEFOO & TIENSIN	NORD	Brit. str.	—
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	ROOK	Ger. str.	—
SHANGHAI VIA SWATOW, AMOY & FUCHOW.	TRIUMPH	Ger. str.	—
SHANGHAI	TIENSIN	Brit. str.	—
SHANGHAI	WCHU	Brit. str.	1 m.
SHANGHAI	KANGSANG	Brit. str.	—
SHANGHAI, KOBE & YOKOHAMA	POLYNESIA	Ger. str.	—
SHANGHAI, YOKOHAMA & KOBE	SLAYTON	Ger. str.	k.w.
SHANGHAI	SILBIA	Brit. str.	—
TAMUI VIA SWATOW & AMOY	PROTEUS	Ger. str.	—
TAMUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—
ANPING VIA SWATOW & AMOY	PROMISE	Ger. str.	—
SWATOW, AMOY & FUCHOW	HAIOHNG	Brit. str.	2 k.
WEIHAIWEI, CHEFOO, NEWCHANG & TIENSIN	KANBU	Brit. str.	1 m.
MANILA	YUENSANG	Brit. str.	—
MANILA	RUBI	Brit. str.	—
MANILA	ZAFIRO	Brit. str.	—
CEBU & ILOILO	KALING	Brit. str.	1 m.
KUDAT & SANDAKAN	BOENHO	Ger. str.	—
SINGAPORE, PENANG & CALCUTTA	ALAVIA	Brit. str.	—
SINGAPORE, SOURABAYA & SAMARANG	HINSANG	Brit. str.	—
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—
BOMBAY VIA SINGAPORE & PENANG.	ISCHIA	Ital. str.	—
JAVA PORTS.	TULATAP	Dut. str.	—

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"THOMSEN" }
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VESSLS ON THE BERTH

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG, 1905.
"SHIMOSA" ... 29th Aug.
"SATSUMA" ... 30th Sept.
"WEAY CASTLE" ... to follow.
For Freight and further information, apply to DODWELL & CO., LTD., Agents.
Hongkong, 29th August, 1905. [151]

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.
THE Steamship
"ARMAND BEHIC".
Captain Guionnet, will be despatched for MARSEILLES on TUESDAY, the 5th September, at 1 P.M.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "ERNEST SIMONS" ... 19th Sept.
S.S. "POLYNESIA" ... 3rd Oct.
S.S. "CALÉDONIEN" ... 17th Oct.
G. DE CHAMPEAUX, Agent.
Hongkong, 23rd August, 1905. [12]

DAMPSSCHIFFS-REDEDEREI "UNION" ACTIEN-GESELLSCHAFT.
FOR NEW YORK.
With Liberty to Call at the Malabar Coast.
THE Steamship
"ALBENGA".
Captain Peterson, will be despatched for the above port on or about Middle of September.
For Freight, apply to CARLOWITZ & CO., Agents.
Hongkong, 31st July, 1905. [182]

GREAT NORTHERN STEAMSHIP COMPANY.
Operating in conjunction with the GREAT NORTHERN AND NORTHERN PACIFIC RAILWAY OF U.S.A.
FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
The Magnificent New Twin-Screw Steamship
"MINNESOTA".
Tons 20,718 Gross Reg. Captain J. H. Rinder, will sail on or about FRIDAY, the 22nd September, at Noon, conveying Cargo to the Pacific Coast, United States and Canadian Overland Companies' Points; also Passengers to the United States, Europe, &c.
This Steamer is luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.
Special provision is made for the safe transit of SHIP, TRAPASURE and Valuable Cargo; and PARCELS are carried at low rates to all ports of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.
Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL, between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.
For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.
Hongkong, 29th August, 1905. [202]

GREAT NORTHERN STEAMSHIP COMPANY.
Operating in conjunction with the GREAT NORTHERN AND NORTHERN PACIFIC RAILWAY OF U.S.A.
FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
The Magnificent New Twin-Screw Steamship
"MINNESOTA".
Tons 20,718 Gross Reg. Captain J. H. Rinder, will sail on or about FRIDAY, the 22nd September, at Noon, conveying Cargo to the Pacific Coast, United States and Canadian Overland Companies' Points; also Passengers to the United States, Europe, &c.
This Steamer is luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.
Special provision is made for the safe transit of SHIP, TRAPASURE and Valuable Cargo; and PARCELS are carried at low rates to all ports of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.
Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL, between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.
For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.
Hongkong, 29th August, 1905. [202]

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This Steamer is luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING

OCEAN STEAMSHIP COMPANY. LD.

CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 30th August.
GLASGOW AND LIVERPOOL	"JASON"	On 31st August.
GLASGOW AND LIVERPOOL	"TEENKA"	On 6th September.
GLASGOW AND LIVERPOOL	"DIOMED"	On 14th September.
GLASGOW AND LIVERPOOL	"KAISOW"	On 21st September.
GLASGOW AND LIVERPOOL	"DARDANUS"	On 28th September.
GLASGOW AND LIVERPOOL	"HYDRA"	On 5th October.
GLASGOW AND LIVERPOOL	"KINPUCK"	On 12th October.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 12th September.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 26th September.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 10th October.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 20th October.
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 24th October.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA, EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"JASON"	On 3rd September.
	"TYDEUS"	On 1st October.
FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YANGTSE"	On 25th September.
	"KREMONA"	On 30th October.

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS. [9-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO, NEW CHANGWANG and TIENSIN	"KANSU"	On 31st August.
CEHU and ILOILO	"KAIFONG"	On 1st September.
SHANGHAI	"WUHU"	On 2nd September.
KOBE	"CHANGSHA"	On 6th September.
FROM	STEAMERS	DUE
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CALKINS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 23rd September.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS. [11]

Hongkong, 25th August, 1905.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)	STEAMERS	TO SAIL
SHANGHAI	"TINSANG"	Thursday, 31st Aug. 3 P.M.
KOBE AND YOKOHAMA	"KUMSANG"	Thursday, 31st Aug. 3 P.M.
SINGAPORE, SOERABAYA and SAMARANG	"HINSANG"	Friday, 1st Sept. 3 P.M.
MANILA	"YUENSANG"	Friday, 1st Sept. 4 P.M.
SHANGHAI	"TINSANG"	Saturday, 2nd Sept. 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 5th Sept. 3 P.M.
TIENSIN	"WOSANG"	Saturday, 9th Sept. 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chafco, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

Hongkong, 30th August, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ EITEL FRIEDRICH	WEDNESDAY 30th August
PREUSSEN	WEDNESDAY 31st August
ROON	WEDNESDAY 1st September
BAVERN	WEDNESDAY 11th October
ZIETEN	WEDNESDAY 25th October
PRINZESS ALICE	WEDNESDAY 28th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December
STEAMERS	SAILING DATES
PRINZ EITEL FRIEDRICH	WEDNESDAY 3rd January
PREUSSEN	WEDNESDAY 17th January
ROON	WEDNESDAY 31st January
BAVERN	WEDNESDAY 14th February
ZIETEN	WEDNESDAY 28th February

ON WEDNESDAY, the 30th day of AUGUST, 1905, at Noon, the Steamship "PRINZ EITEL FRIEDRICH" Captain E. Prehn, with MAILS, PASSENGERS, SPECTR, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 29th August. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 29th August, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 29th August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS. [15]

Hongkong, 19th August, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S.	PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)	WEDNESDAY, 13th Sept.
"TARTAR"	4,425 Tons Com. W. Davidson, R.N.A.	WEDNESDAY, 20th Sept.
"EMPERESS OF JAPAN"	6,000 Tons Com. H. Pybus, R.N.A.	WEDNESDAY, 18th Oct.
"EMPERESS OF CHINA"	6,000 Tons Com. R. Archibald, R.N.A.	WEDNESDAY, 1st Nov.
"ATHENIAN"	3,832 Tons Com. S. Robinson, R.N.A.	WEDNESDAY, 15th Nov.
"EMPERESS OF INDIA"	6,000 Tons Com. E. Bathman, R.N.A.	WEDNESDAY, 15th Nov.

Hongkong to London, 1st Class, via St. Lawrence 260. via New York 262. Intermediate on Steamers, 240. and 1st Class Rail, 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIP passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent
Corner Pedder Street and Praya, opposite Blake Pier.

61.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
LYRA	4,417	G. V. Williams	Friday, September 15th
PLEIADES	3,753	F. G. Purinton	Saturday, October 7th
SHAWMUT	9,606	E. V. Roberts	Saturday, October 14th
TREMONT	9,606	T. W. Garlick	Saturday, November 4th

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures cleanliness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
DODWELL & CO., LIMITED, GENERAL AGENTS. [7]

QUEEN'S BUILDINGS. Hongkong, 24th August, 1905.

VESSLS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "EASTERN," Captain Ellis, will be despatched for the above ports on WEDNESDAY, the 6th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents. [1879]

Hongkong, 12th August, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES.

FORMARSEILLES, HAVRE, DUNKIRK AND ANTWERP (Direct). Calling at SAIGON, SINGAPORE, COLOMBO and PORT SAID.

THE Company's Steamship "LAOS," Captain Abel, will be despatched as above on or about the 6th September.

This Steamer has accommodation for Passengers and carries a duly qualified Doctor.

For information as to Passage and Freight, apply to
G. DE CHAMPEAUX, Agent. [1975]

Hongkong, 25th August, 1905.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "BENGAL," Captain W. W. Cooke, R.N.R., carrying His Majesty's Mails, will be despatched from here for Bombay on SATURDAY, the 9th September, at Noon, taking Passengers, and cargo for the above ports in connection with the Company's "Victoria," 5,522 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Malta," due in London on the 22nd October, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
L. S. LEWIS, Acting Superintendent. [11]

Hongkong, 28th August, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. Himalaya.

From Calcutta, ex s.s. Syria.

From Persian Gulf ex s.s. D. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon To-day.

Goods not cleared by the 31st inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 21st August, 1905. [1]

FROM HAMBURG, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILESIA."

Captain Bahl, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding for discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 25th August, 1905. [1979]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 30th August will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 28th August, 1905. [19]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Tuesday, 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 4th September, at 9.30 A.M.

All Claims must reach us before the 9th September, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 28th August, 1905. [2013]

THE NEW FRENCH REMEDY

TRADE MARK

THE THERAPION

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Keston, Robert, Yergan and others, combines all the desiderata to be sought in a medicine of the kind, and surmounts everything hitherto employed.

THERAPION No. 1 is a re- shortening, often a few days only, removes all discharges from the urinary organs, effectually suppressing the disease of which does irreparable harm by laying the foundation of stricture and other serious diseases. It deters, plus irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief wherever other well-tried remedies have been powerless.

THERAPION No. 2 is for the treatment of the blood, scurvy, rickets, spots, blotches, pains and swelling of the joints, secondary syphilis, gonorrhoea, rheumatism, which all diseases for which it has been too much a fashion to employ mercury, iodo-potash, &c., to the destruction of salivary glands and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 is for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Chemists and Mercantile Houses throughout the world. Price in England 1/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a circular emblem of wood. "THERAPION" is also registered in the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by Principal Chemists. 238

VISITORS AT HOTELS.

HONGKONG HOTELS.

Miss F. B. Adams

Mr. F. B. Adams

Mr. F. B. Adams

Mr. F. B. Adams

Mr. F. B. Adams

Mr. F. B. Adams

Mr. F. B. Adams

Mr. F. B. Adams

Mr. F. B. Adams

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